Border/Line of Control/Actual Ground Position Line during the current year.

Completion of Venkataswami Commission of inquiry

2000. SHRI SURESH PACHOURI: Will the PRIME MINISTER be pleased to state:

(a) whether the Venkataswami Commission of inquiry probing the Tehelka Scam has completed its work; and

(b) if not, how long it would take to complete the inquiry?

THE MINISTER OF STATE IN THE DEPARTMENT OF PERSONNEL AND TRAINING OF THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS (SHRIMATI VASUNDHARA RAJE): (a) No, Sir.

(b) The Commission had informed that its work is under way and its Public Hearings are also in progress, but are not likely to be completed within the given period. It, therefore, proposed to extend the period of the Commission by another four months from 24.7.2001. The Government has since accepted the request of the Commission and has granted extension of time for a further period of four months from 24.7.2001 so as to enable the Commission to complete its work in all respects.

Annual flight safety conference of Indian Air Force

2001. SHRI K.M. SAIFULLAH: Will the Minister of DEFENCE be pleased to state:

(a) whether the annual flight safety conference of the Indian Air Force was held at Bangalore on 26th June, 2001;

(b) whether the issue of frequent air crashes of IAF aircrafts, particularly, of MIG variety was discussed in the conference;

(c) whether training of pilots and proper maintenance of aircrafts were emphasised; and

(d) if so, the details in this regard and the steps suggested to improve these aspects?

THE MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI KRISHNAMRAJU): (a) No, Sir. However, the

Annual Flight Safety Conference of Training Command of IAF was held at Bangalore on 26th June, 2001.

(b) Accidents involving different aircraft, with specific focus on the accidents pertaining to the aircraft of the Training Command, was discussed.

(c) Yes, Sir.

(d) The measures/suggestions are given in the statement.

Statement

Measures/suggestions for flight safety given in the Annual Flight Safety conference of Indian Air Force held at Bangalore

(i) Human Error (Aircrew/Technical) accounts for a substantial percentage of accidents. Measures to enhance quality of training to improve skill levels, ability to exercise sound judgement and improve situational awareness need to be adopted.

(ii) Technical defects are another major cause of accidents. Constant interaction with HAL at the highest level is being maintained to discuss serious flight safety issues. OEMs in Russia, France, Israel, Romania, Poland and the UK are also approached to provide support to overcome the technical defects. During last one year a number of remedial measures, special checks/modifications on the HAL manufactured/overhauled aircraft have been initiated.

(iii) DRDO and some other independent agencies are being involved in all cases of accident investigation, to get a wider perspective and scientific analysis for preventing accidents/ incidents.

(iv) Measures to reduce bird menace are being implemented at a fast pace.